



National Transportation Safety Board Aviation Accident Final Report

Location:	Anchorage, AK	Accident Number:	ANC06LA016
Date & Time:	01/15/2006, 1450 AST	Registration:	N460M
Aircraft:	Cessna S-550	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled - Air Medical (Medical Emergency)		

Analysis

At the conclusion of a cross-country aeromedical flight conducted under Title 14, CFR Part 135, a twin-engine jet airplane was struck by a snowplow vehicle as the airplane was taxiing from landing. The airplane crew were taxiing onto the operator's hangar ramp, and were being directed by company ground personnel utilizing marshalling wands. A private snowplow vehicle was clearing an adjacent ramp area to the south of the operator's hangar apron. While maneuvering the plow truck, the driver began backing up and collided with the left wingtip of the accident airplane. The airplane received structural damage to the left wing and left aileron.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A failure of the driver of a snowplow vehicle to maintain adequate visual lookout while maneuvering on an airport hangar ramp, which resulted in a collision with the accident airplane as it was being marshaled into parking.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. OBJECT - VEHICLE
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - DRIVER OF VEHICLE

Factual Information

On January 15, 2006, about 1450 Alaska Standard time, a Cessna S-550 airplane, N460M, sustained substantial damage when it was struck by a snowplow vehicle as the airplane was taxiing from landing at the Ted Stevens Anchorage International Airport, Anchorage, Alaska. The airplane was being operated by Security Aviation Inc., Anchorage, Alaska, as an instrument flight rules (IFR) cross-country aeromedical flight under Title 14, CFR Part 135. The captain and first officer, both airline transport certificated pilots, the two medical crewmembers, and the patient/passenger, were not injured. Visual meteorological conditions prevailed, and an IFR flight plan was filed for the flight that originated at the Fairbanks International Airport, Fairbanks, Alaska, about 1335.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on January 15, the assistant director of operations for the operator reported that the airplane crew were taxiing onto the operator's hangar ramp after landing. The airplane was being directed by company ground personnel utilizing marshalling wands. A private snowplow vehicle was clearing an adjacent ramp area to the south of the operator's hangar apron. While maneuvering the plow truck, the driver began backing up and collided with the left wingtip of the accident airplane. The airplane received structural damage to the left wing and left aileron.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	08/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	09/01/2005
Flight Time:	15000 hours (Total, all aircraft), 150 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	08/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	10/01/2005
Flight Time:	2800 hours (Total, all aircraft), 395 hours (Total, this make and model), 2300 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N460M
Model/Series:	S-550	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	S550-0022
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	12/01/2005, AAIP	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	47 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	6320 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, not activated	Engine Model/Series:	JT-15D-4B
Registered Owner:	Security Aviation Inc.	Rated Power:	2500 lbs
Operator:	Security Aviation Inc.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	LATA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	7 Miles
Lowest Ceiling:	Broken / 8500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.67 inches Hg	Temperature/Dew Point:	-9° C / -11° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK (PAFA)	Type of Flight Plan Filed:	IFR
Destination:	Anchorage, AK (PANC)	Type of Clearance:	IFR
Departure Time:	1335 AST	Type of Airspace:	

Airport Information

Airport:	Anchorage International (PANC)	Runway Surface Type:	
Airport Elevation:	152 ft	Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	61.174444, -149.996389

Administrative Information

Investigator In Charge (IIC):	Scott Erickson	Report Date:	06/28/2006
Additional Participating Persons:	John Steuernagle; FAA-AL-ANC FSDO 03; Anchorage, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).